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ask, and I will sit down and discuss it with you some time, but I do not want to embarrass foreign relations by making statements which might be misunderstood and create offense where none is meant to be given.

Then you are confronted with this situation: When the Secretary of the Navy is asked to tell us whether we should build more battleships, why he believes it is necessary, he declines to give any reason on the ground that it might get into the newspapers.

Mr. Chairman, the Secretary of the Navy has not only declined to give any reason to the committee and the committee has not only no reason to give to this House which it got from the experts, or in the evidence before us, but the Secretary of the Navy has plainly told us that we did have about as many battleships as we need. He was asked this question:

Mr. GREGG: Twenty-one in the first line.
Secretary MEYER: The ideal number which the Navy Department hopes to work up to is a fleet of 41 battleships, with necessary auxiliaries, 21 in the active fleet and 20 in the reserve fleet.

According to that statement of Secretary Meyer, the ideal number of battleships is 41, and we already have 38.

Again, on page 21 of his annual report, the Secretary uses this language:

A total of 41 battleships, with a proportional number of other fighting and auxiliary vessels is, in the opinion of the Secretary, the least that will place this country on a safe basis in its relations with other world powers. This number should be reached as soon as practicable, and then the fleet should be kept up to its standard strength by replacing obsolete vessels with new ones by a uniform yearly replacement program.

In other words, Mr. Chairman, the Secretary of the Navy himself refutes the idea that we must have a yearly program and continue to build battleships every year. He clearly tells us there is a limit to the number of battleships beyond which it is useless to go. He fixes this limit at 41, and declares that is the ideal number, but he declines to give us any reason at all why 38 is not just as ideal as 41, and I think it would be an impossibility for any human being to sit down and figure out and prove how 41 battleships with 30 more guns on them would do any more good than 38 with 232. The truth is that we have long since passed the ideal number of battleships that could be effectively used in a battle, and the building of more is a useless waste of the people's money.

Now, I want to call the attention of the House to the fact that in 1905, at the time the Secretary of the Navy advised Congress that our fleet was then sufficient to provide for all contingencies within the range of probability and at the same time when the President of the United States in his message informed Congress that the units of the Navy should not be increased, our Navy consisted of 24 battleships, 12 completed and 12 under the process of construction. Since that time we have constructed 1 more battleship and 13 *dreadnoughts*, which have more guns and more powerful guns, and which more than double the capacity of the Navy. If a Republican President and a Republican Secretary of the Navy believed, as they said they believed in 1905, that our Navy was sufficient to provide for everything within the range of possibilities, and that the units should not be increased, and if since then we have more than doubled our Navy, then I ask Democrats if they think we ought to add still more to it? [Applause.]

(Concluded next month.)

Book Notices.

THE PEACE MOVEMENT OF AMERICA. By Julius Moritzen. New York: G. P. Putnam's Sons. 419 pages, octavo. With 64 illustrations.

This book is unique among peace works. It is written from the point of view of the journalist. It treats the subject as news. It presents in a picturesque way some recent incidents in the movement in this country—the signing of the arbitration treaties with Great Britain and France; the great services of President Taft to the cause of arbitration; the visits to this country of Count Apponyi, Baron d'Estournelles de Constant, and the Baroness von Suttner; the creation of new peace societies and the federation of the peace organizations of the country in the American Peace Society; the beginnings of peace propaganda in the South; the work of the Pan-American Union, etc. Mr. Moritzen deals in a fresh, live way with nearly all the current American questions which bear upon the problem of international harmony—the neutralization of the Panama Canal; the problems of the Rio Grande border; the "Yellow Peril" myth, etc. In the treatment of these various subjects he uses copious extracts from the speeches made and the newspaper opinions published in connection with them. "No Creed in Brotherhood" and "The Farmer as a Peace Ally" are fine chapters, in which the organization of peace work in Utah, Nebraska, and South Dakota is set forth. Chapters are devoted to the work and recent reorganization of the American Peace Society, to the World Peace Foundation, the American School Peace League, the Mohonk Arbitration Conference, and the United States Group of the Interparliamentary Union. But it would be impossible merely to mention all the valuable things in the book without quoting nearly the whole of it. Mr. Moritzen has collected with much labor and care and the fullest sympathy with the cause, the important facts connected with the peace movement in this country in recent years, and almost without exception his statements are accurate and reliable. His "Peace Movement of America" ought to find its place on the peace shelves of all libraries which pretend to give information and guidance on this great and rapidly growing cause.

THE BALKAN WAR. Adventures of War with Cross and Crescent. By Philip Gibbs and Bernard Grant. Boston: Small, Maynard and Company. 241 pages. Price, postpaid, $1.35.

This book makes no pretense of being written from the standpoint of the pacifists. But the reading of it will make any man of clear intelligence and moral sensitiveness realize more deeply perhaps than ever before the utterly barbarous character and moral as well as physical loathsomeness of war. The two correspondents, one representing the London *Graphic* and the other the *Daily Mirror*, succeeded, in spite of the severe

restrictions placed by both combatants upon all foreign newspaper men, in seeing a good deal of the war, and they have given us in these pages a faithful and not overdrawn description of the sad and terrible scenes witnessed by them. Indeed, it is unusual for writers of this class to observe such moderation and good taste in their descriptions as they have done. What they report is first-hand information, and we commend the book to those who desire to get more accurate knowledge of the inside of the conflict than the wires reported at the time. In all the literature of war there is probably nothing more appalling and harrowing than the account given by Mr. Grant of the defeat and retreat of the Turkish army at the great battle of Lule Burgas, and its subsequent destruction by starvation and cholera. It reminds one of the description of the wreck of Napoleon's army in retreat from Russia given by one of his officers.

CANADA AND SEA POWER. By Christopher West. Toronto: McClelland and Goodchild. 172 pages. Price, $1.00 net.

Mr. West discusses in this book the grave question of the duty of Canada to the world on the sea. This he does from a variety of points of view, and weaves into his discussion in Part I the evolution of modern industry, the check of industrialism on aggressive war, the modern navy industry, European naval expansion, the extraordinary growth of the British armament industry and its influence on Parliament, the economics of modern war. At the end of Part I he makes certain deductions from the European situation as applied to Canada. In Part II he sets forth the politics of war—the danger to representative government, etc.; the German naval expansion and its relation to Great Britain; missions of goodwill; Canadian autonomy and foreign diplomacy; misfit theories of national power, etc. Part III examines the morals of war, the growth of modern international movements, etc. Though some of the chapters seem to have little relation to one another or to the general subject, yet the work as a whole is full of excellent arguments and suggestions and is a valuable contribution to the literature of the peace movement in general, as well as the Canadian aspects of the navy movement.

L'ALSACE–LORRAINE, OBSTACLE À L'EXPANSION ALLEMANDE. By J. Novicow. With a preface by Prof. Charles Richet. Paris: Felix Alcan. 392 pages, paper cover.

This is the last work of the eminent Russian pacifist and sociolog, Jacques Novicow, author of "The Federation of Europe" and of "War and its Alleged Benefits," the latter existing in an English translation published by Henry Holt & Company, New York. Mr. Novicow, whose death last year has been deeply lamented, was one of the ablest of the European pacifists. He was a prolific writer, and by his thorough scientific treatment threw light on every subject which he touched. In this work, which was completed only a few weeks before his death, he examines from the sociological and historical point of view the question of Alsace-Lorraine, and undertakes to show that the treaty of Frankfort, by which these provinces passed to Germany, was injurious both to Germany and to the whole of Europe. He appeals to the wisdom and good sense of the German people to allow a plebiscite to be taken by the inhabitants of Alsace-Lorraine to determine what part of the provinces shall be retained by Germany and what part returned to France. He believes that if this course were taken an unarmed peace of Europe would follow and the way be opened for the federation of the European nations.

THE PANAMA CANAL CONFLICT BETWEEN GREAT BRITAIN AND THE UNITED STATES. By L. Oppenheim, LL. D. Cambridge, England: The University Press. 57 pages.

This study of Dr. Oppenheim, one of England's best known authorities on international law, presents in a very strong way the British view of the provision in the Panama Canal legislation which exempts American coastwise ships of commerce from paying tolls. It was written before the British government sent its protest to Washington on November, 1912, and cannot, therefore, be considered in any way as the official utterance of the British Foreign Office. It is the studied and deliberately formed opinion of one of the foremost international law scholars of the world. Dr. Oppenheim pleads that at the proper time "the question will be argued before the Hague Court, and whatever the decision may be, which both parties will be pledged in advance to accept, another triumph will have been won for the law of nations."

CEASE FIRING. By Mary Johnston. 457 pages. Price, $1.40 net. Boston and New York: Houghton, Mifflin and Company.

In this, her second story of the Civil War, Mary Johnston has written, from the Southern point of view, a stirring historical account of the campaigns of 1863-1865, in which General Lee figures as the leading character, as did General Jackson in the earlier story, "The Long Roll." It is a war novel rather than a peace novel, but the vivid descriptions of the horrors of the battlefields and of prison life cannot fail to impress the reader with the awful brutality, waste, and needlessness of war. "It's all infernal," remarks Edward Cary, a leading character. "I have grown to see no sense in this war. North and South, we surely might have been wiser." The style is often diffuse and ornate, and there are too many details, which frequently impede the main current of the story. There are, however, many strong passages, such as the description of the attempted escape from "Prison No. X," that of the siege of Vicksburg, the battle of Chickamauga, and that of Gettysburg. "Think!—no one ever thinks in war * * * If he did that, you know, there'd be no war!" says one of the soldiers.

Pamphlets Received.

THE SIXTY-SEVEN REASONS OF THE NAVY LEAGUE. An Analysis of the Arguments set forth by the League in behalf of Naval Extension. By Prof. Edward B. Krehbiel, of Stanford University. Boston: The World Peace Foundation. 18 pages.

LA LOI MONDIALE DE BOYCOTTAGE DOUANIER. Paper presented to the Juridic Commission of the Nineteenth Universal Peace Congress on the subject of Economic